

Briefe

CONSIDERATIONS,

Concerning the advancement of

TRADE

AND

NAVIGATION,

Humbly tendred unto all ingenious PATRIOTS;

Purposely to incite them to endeavour the felicitie of this Nation, by contributing their Assistance towards the Enlargement of TRADE, and NAVIGATION;
as the most sure foundation.

By Henry Robinson.

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to the Golden Lyon in Aldersgate street, 1649.*

1875

CONSIDERATIONS

ON THE

PROGRESS OF

THE

SCIENCE OF

THE

ARTS

AND

THE

INDUSTRIES

OF

THE

UNITED STATES

OF AMERICA

To the Courteous Reader,



*These latter dayes haue been spent in
vindicating both our Civill, and
Church liberties; during which con-
troversies, I haue not bid or kept
my talent idle, though a small one;
but, as occasion presented, haue endeavoured to im-
prove the same for the common good; especially con-
cerning the point of persecution, Church-discipline,
and maintenance, oftner than any one I know, though
namelesse to publique view; not so much for safety of
my person, which yet could not escape, as for not pre-
judicating such arguments as I then brought, which
the greatest part of People, who in those times of Ty-
ranny, that begets ignorance, were apt to look upon the
very best with an over-biasse understanding, which
were produced by any body, not authorized by a Call;
much like that esteemed Parochiall, Prelaticall or
even Papall, from whence it will be found to deriue
its pedigree, its originall.*

To the Reader.

But having contrasted above a seven yeares Apprentisshipp against persecution for conscience sake, I presume we have not only cleared it up, but gained that liberty, never hereafter to be indangered; and conceive it is now high time, to thinke upon securing of the Nation, as touching civill immunities, both to the present and future generation, with all things conducing to the plenty and happinesse thereof; to root up and reforme the rotten constitution of our lawes and customes; to anathematize the endlesse vexatious proceedings therof, with their unmercifull expensiveness; to invite the importation of Bullion; regulate the marchandizing Exchange, and prevent the exportation of the little remainder of our moneyes, to establish a flourishing Trade both Inland and Forreign, whereby the Navigation may be continued, and advanced, and a ready way found out, how all manner of people may get a livelyhood both with cheerfulness and a good Conscience.

That my thoughts have not been unmployed herein, may appeare, by a small Treatise Entituled Englands safety in Trades increate; dedicated unto this Parliament, some few monethes after the first beginning; which if it had been taken into due consideration, and made use of, might have somewhat conduced to the better settling and securing both of our
peace

To the Reader.

peace, and plenty; though it appeare not to every vulgar eye, as well amongst our selves, as in relation to our Neighbours; I would be loath to be thought to boast thereof, or to thinke the better of it, because it was mine owne; but, to omit the sundry weaknesses and errours, both of penning and printing, through over hastinesse, if I should say, that the subject matter thereof is of greater concernment, than is imagined, and such as hath not publicly been propounded unto any Nation, since the discovery of the West-Indies; it is only to provoke all ingenious men, and such especially as are in authority to make this Nation happy by prosecuting of it to the height, wherein I should be very glad and ready to have occasion of continuing my best assistance for bringing of it into speedier practise and perfection.

And because most men are best prepared to receive advertisement at such time, and in such particulars as they are sufferers; it may perhaps be now more seasonable to make repetition of a passage out of the said Treatise, of Englands safety in Trades increase, where I thought it my duty at that time to give the Parliament this seasonable information, concerning the danger of the French Nation, their then endeavouring, and even beginning to be powerful at Sea, in these words, viz. page 1. If the French of late so strong, both in the Ocean, and Mediterranean Sea, as that we can scarce set out such Fleets as they, how much more dangerous will their puissance be to our posterity.

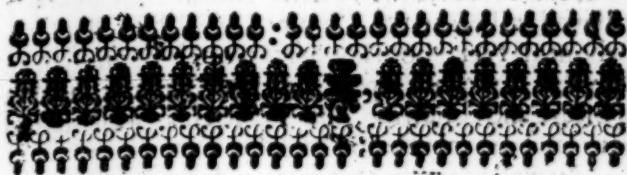
And secondly, did we but consider the odds wee had of other States in Sea Forces but halfe an age agoe, and now reflect upon the great Fleets they make both in the Ocean and Mediterranean Sea; we may finde their power such at present, as may render them justly to be suspected of us hereafter, and unlesse we show our selves sole Sovereigne of the Sea,
and

To the Reader.

and with our Trident Scepter give Lawes, whielst we may to all Nations there, we must receive them from others when we cannot help it : Forraigne Nations teach us the truth hereof, by fishing in our Seas whether we will or no ; and the French in disturbing our Trade the last year [1640] in the Mediterranean Sea, and enacting lawes prejudicial both to it and our Navigation, which of themselves are able to beat us out of our Trade in time : *And how farre forth this hath been verified, such particular Marchants, as have lost their Ships and Goods to great values, have felt already, and the whole Nation will be sensible of too late, if not speedily prevented : I held it my duty by a second edition, to become a Remembrancer of my Countryes sufferings in this particular, and have now discharged my Conscience, humbly leaving them to be redressed, by such as are in authority, who I hope will shortly, not only finde leasusure, but strength and resolution, to rescue us both from our open enemies, and such as more slyly undermine and threaten our destruction ;*

FAREWELL.

Briefe



Briefe Considerations

Concerning the advancement of Trade and Navigation.



Conceive it will appear upon inquiry,

1. That in whatsoever Country the greatest stock of money and credit shall be raised ; there will the greatest Trade of the world be established.
2. That the greatest Trade of one Countrey, hath a capacity of undermining, and eating out the lesser Trades of any other Countreyes.
3. That the greatest Trade will be able to make the greatest number of shipping. And,
4. That what Nation soever can attaine to and continue the greatest Trade, and number of shipping, will get and keepe the Sovereignty of the Seas, and consequently, the greatest Dominion of the World.

If

If this be true, it will a little concerne, especially all well-willers to the Common-wealth of *England*, whom all Neighbouring States looke upon with an envious malignant aspect, timely to consider, in what posture and condition, our Trade is, as well within our selves, as in relation to other Countreyes.

'Tis well knowne, that even till within these ten yeares, our Trade was famous amongst all knowne Nations, and at the same time, our Ships at Sea, as dreadfull to whomsoever became our Enemies; but as neither our Trade, nor consequently our shipping were improved, to ore quarter of what they might have been; even so, some other Nations had then advantage, and did get ground upon us, in such manner; that if but for some few yeares longer they continue proportionably to gaine upon us, in Trade, Riches, Marriners and Shipping, it will be impossible we should defend our selves from their puissances; and so much the rather, in that our Trade at present, as touching exportation, is not one fourth part of what it was ten yeares agoe, as will appear by the receipt of Custome.

If then we desire to be long free from the *Yorke* of Forraigne Dominion, and to enjoy that liberty, which we have so dearly purchased, it concerns us seriously, to inquire into all the wayes and meanes, whereby Trade and Navigation may be increased and multiplyed unto the utmost.

The Trade of *England*, may briefly be divided into Inland and Maritim.

Inland Trade, is that which is driven in every Citie, or from one Towne or place unto another, within the Land, according to the increase whereof, both exceedingly

the whole Nation, in their respective stations and callings, is not only accommodated, and enriched, either by what they deale in, or with what they stand in need of, but the Maritime Trade, is likewise thereby advanced, by exportation of the overplus of all such commodities as the Inland trade hath produced more then are sufficient for service of the Nation.

This Inland Trade, is chiefly to be improved by encreasing, and continually imploying all manner of Artificers, and especially of Manufacturers, not only of our old and new *Draperies*, the product of our *Native Staple*, the *wooll of England*, but even of forraign unwrought materialls, as *raw silk*, *cotton wooll*, *grograin*, *jarne*, *Hemp*, *Flax*, &c. which by politick ordering, might be so managed, as that though the materials come from abroad, yet so much cordage, silks, linnins, or other stuffs, as are required & brought in from abroad, for the use of *England*, might be made amongst us, to the setting a worke many thousands more of poore people.

In order whereunto, it is necessary, either that those unwrought Materialls be carryed to and fro, upon the cheapest termes, where these People live, that must worke them up, into their full manufecture; or else that the People set up their habitations in such places, where these unwrought materialls are to be had cheapest; For,

That which makes any commodity dearer in one place then another, is chiefly the carriage, according to the nearnesse, or distance from one place where it is made, or grows, unto another where it is to be spent; particularly of *wooll*, it may be observed, that great store thereof is brought to *London* to be sold, and the same *wooll* carryed againe into the Countrey to and fro, perhaps to different places, to be *carded*, *spun*, and *waved* into *Stuffes*, and these *Stuffes* brought up againe to *London* to be sold, through so often carriage by land must needs come to cost so much dearer; the redressing whereof, and

To make all things alike plentifull with all People

throughout the Land, it is necessary to reduce, as much as may be, all stragling Tenements, Villages and Townes, together into so many *Cities*, neerer to one another, that there may be People enough of each Trade, Calling and Occupation, for supplying one anothers occasions within themselves, with whatsoever shall be commodious and necessary both for their own sustentation, and in order to advancing the Inland Trade of the Nation.

And in regard all parts of the Earth, doe not produce all fruits alike, neither in plentifulnes, nor goodnesse, it is necessary these *Cities* should be scituated, neere unto Navigable Rivers, or where artificiall ditches may be made, for conveying all things to and fro by water, from one *Citie* to another : though this be a great worke and of great charge, since it is feascable, it must be done, otherwise, such Nations, who in this respect either have got the start of us already, or shall begin to practise it before us, will have such advantage of us, as that wee must necessarily become subservient to them, and continue at their mercy.

Another way for increasing Inland Trade, is to make all materialls, not only *Sheeps wool*, but *silke, hempe, flax, Goates-haire, Cotten-wool* and the like, free from Excise, Customs, and all manner of Taxes, whereby the People of this Land may be enabled, to worke them up into their full Manufactures, and vent them abroad as cheape as other Nations.

And because Neighbouring Nations have not only through our want of fore-sight, bereft us of our peculiar prerogative, of furnishing all Forraigne parts with *Iron Ordnance*, gained the grand fishing employment from us, made new discoveries of *Tin* and *Lead* Mines, in prejudice of ours ; but for these twenty yeares together have been stealing away our wollen Manufacture, which through continuance of this warre, and rot of *Sheeps*, are reduced to a

bout : of what they were, it is more then necessary.

First, That there should be a severe prohibition against killing sheepe for some few yeares, that may in some measure recover our stock of *wooll* againe. And

Secondly, there is as great a necessity of engrossing, all or the greatest part of the *wools* of *Ireland*, *Scotland*, and *Spaine*, into our owne hands, for some few yeares together, before these Nations be aware thereof, as the only course for getting our native workmen home againe, and hindering the progresse, and establishing these manufactures in other Countreyes; and if moneyes shall be wanting to compasse so great a work, the Propounder hereof, will undertake to discover how it may be furnished.

The other branch of Trade called *Maritim*, consists in exportation of our native commodities, importation, and transportation of Forraign.

The advantage to be made of *Maritim* Trade, is to procure the exporting of as great a quantity of native commodities as possible, whereby so many more of our People may be set a worke, and finde money for their Wares : And as this will be very much furthered, by ordering matters in such manner, as that they may be furnished with materialls in all parts of the Land, upon the easiest termes; so likewise by suffering our native Commodities in their full manufacture, and artifice, to be exported with little or no Customes or other charges.

As touching *Importation*, that ought to be managed in such manner, as that all Forraigne necessary Commodities, as Viſualls of all sorts, *Ammunition*, *Pitch*, *Tar*, *Timber*, *sheeps wooll*, *Goats haire*, *raw silke*, *Hemp*, *Flax*, and other unwrought materialls, might be encouraged to be brought in, in greater abundance, and superfluities, as wrought *silkes*, *wines*, *Fruits*, and *Sugars*, (which three last we may shortly be sufficiently furnished with, from some of our owne

Plantations) by taking off the greatest part of Customes from the former, and charging it on the latter.

And Transportation, I terme the bringing in of forraign Commodities, into any part of *England*, to be carryed out again into any other Country; and this doubtles would be much enlarged if al or most part of the out-Ports, were made free Ports; that is, that whatsoever Forraign commodities were brought into any of the said out-Ports, & the Customs paid, whensoever they were again extracted, the said customs should be forthwith returned to him that extracted the said goods.

By this course, *England* would become a *Ware-house* or *Store-house* of all manner of Forraigne Commodities, from whence, not only *Ireland* and *Scotland*, but even *France*, the *Low Countries*, and nether parts of *Germany*, *Muscovia*, *Norway*, *Denmarke*, *Swedeland*, and *Dantzick*, with all those parts adjoyning (besides *Italy* and *Spaine*) might most commodiously be furnished, not without large imployment to our shipping, and great benefit to our Marchants.

This is that Trade whereby our Neighbours, the *Hollanders*, and *Zealanders*, so much increase both their Navigation and their wealth; their owne *Territories* are so straight and barren, as would neither feed nor set the twentieth man a worke, in which respect, they are necessitated to be industrious, and get themselves a living, by becomming Purveyors to other Nations.

Whereby they have this advantage into the bargaine, that such Nations as are thus provided for, by them, of all necessities, must continually live at their mercy, be contented to be fed with a bit and a knock, and alwayes be forced to stand in awe of them, least they should picke a quarrell, and set the Dice on them, or starve them out-right, before they could be relieved from other hands.

And unto the People of our owne Nation, would redound

down another advantage of no small concernment, in that, when all the out-Ports were thus stored, with all manner of Forraigne Commodities, the Countreyes which lye neere those out-Ports, would first furnish themselves therewith, at far easier rates, than now they can from *London*, in regard of the charge of bringing them from *London*, to such respective Ports, besides the losse of time, for which, Interest is likewise reckoned, and charged upon Account thereof.

But if it be objected that this course will lessen the present Customes, and Revenue of the Common-wealth, it is answered, that a little Custome on a great Trade, is equivalent to a great Custome on a little Trade, besides the multiplying of shipping, *Marriners*, *Manufacturers*, and *Artificers* of all sorts, and letting the publique Revenue and Trade upon a sure foundation.

Another way of advancing both our importation, and transportation, is by requiring restitution of such Plantations, as the *Hollanders* most subtilly bereft us of, both at, and since the exercising their cruelties upon our Marchants at *Ambeyna*, by which stratagem of theirs, they have almost worried us out of the *East India* Trade, which if we apply our selves to againe, as also in the *West Indies*, *Persia*, *China*, *Guiney*, we may not only be enabled to furnish our selves, and other Forraigne Nations with all sorts of their Commodities, which wee stand in need of, but even plant Colonies there, and imploy as many of our Ships, and *Marriners* as we can make; (an unknown Trade, and therefore gainesome) by transportation of their Commodities, from one Port unto another within those Countreyes, whereby we shall not only advance great summes of moneyes yearly for freight thereof, but make discovery both of their weaknesses and necessities, as well as of their strength and riches, to bee much more improved upon all occasions unto our great advantage.

And

And last of all, or most of all, the grand fishing-employment, that which is predominant over all others, as having in it selfe, a capacity of drawing all other Trades after it, not only serving as a Nurserie for breeding *Marriners*, and compleatly Viſtualling us for three dayes a weeke, but also supplying us, with such store of all sorts of fish, to be transported to other Nations, as may bring us home in returne, Commodities of all sorts, more then were needfull, both for our owne occasions, and supplying of our Neighbours.

This fishing employment, is of greater concernment and benefit unto the *Hollanders* and *Zealanders* at present, than all the Trade of *England* ever was to us, in its most flourishing condition, which if they still goe on enjoying to themselves, they will dayly get so much more advantage over us; for this fish, which costs them nothing but a little toyle, except Nets to catch them with; besides all things else, they purchase *Masts*, *Timber*, *Pitch*, *Tar*, *Cordage*, and all other materialls, although they have none of them of their owne growth, they can build shipping cheaper, and in greater quantity, than we can doe, which is worth the taking notice of in time.

By reason of our situation, we have the advantage of them for setting upon this fishing worke; we have the Frye come home to our very doores in shoales, even all along the Northerne and Westerne Coasts, whereas others must make a journey to seeke them out, which imports expence of time and Charges.

And if formerly the plenty of flesh-meate made us neglect such opportunities, the scarcity and dearenesse thereof at present, should so much the more move us to embrace

brace it, and the Parliament out of pure necessity engage us to it, by enjoying us to forbear all manner of flesh-meats three dayes a weeke.

Now as Government and Order is necessary in all Affaires; so that there might be good order and rule observed in trading, it hath been thought requisite by our Ancestors, to reduce almost all Traders into so many severall Companies, according to the respective places they traded to; but whereas this course was intended for multiplying and advancing Trade, for inhauncing the price of our native Commodities, and bringing downe that of Forraign, it is now become the great obstruction, through the private interests and over swaying of particular men; I wish therefore that both the setting open and at liberty all Trade free aliket o all men, and the inclosing of it by Charters and Corporations, may be seriously debated and agreed on, that it may neither be quire ruined, for want of good Government, nor yet obstructed, no lesse then if monopolized, by colour of a Corporation.

And for Conclusion to what I have said, I will only add this, that unlesse an Act be speedily passed against cutting downe Timber or wood, whether for firing or building of Ships or Houses, save in such places as Sea-Coales cannot be had for firing; and withall for putting all former Statutes in execution, for securing us unto all generations, with continual supplies of Timber for shipping, and that in the meane time, whilest they are to be had, we may be forced upon fetching all Masts and Timber from abroad, free of all Custome, and all manner of charges, as the *Hollanders* have done continually; our Navigation first or last must necessarily be endangered through the excessive dearenesse
and

and decay of Shipping, and whatsoever course be taken for
 advancing Trade, it will never succeed currently, and with
 equall successe to other Countreyes; unlesse bills of Debt
 may most compendiously and securely be assigned over
 from one man unto another, by authority of *Parliament*,
 and that there be a particular Court of Marchants, and o-
 thers well versed in Marchandizing, erected, for speedy
 determining all differences about Trade and Navigation,
 concerning other matters incident hereunto. I shall desire
 the Reader to be referred to a more large discourse intit-
 led, **ENGLANDS SAFETY IN TRADES IN-
 CREASE**, printed by Mr. *Nicholas Borne*, at the South-
 entrance of the *Royall Exchange* 1641.

FINIS.
